LDWSF
12.3.2501
10/21/87

DEPARTMENT OF ECOLOGY
INSPECTION REPORT

TO: Files, Dan Cargill
DATE OF VISIT: 10/21/87
NEW INDUSTRY:

INSPECTOR: Richard Koch
PERMIT NO: WA-000000-0
PERMIT EXPIRES:

TYPE OF INSPECTION

PERMIT APPLICATION	___	PERMIT RENEWAL	___	PERMIT COMPLIANCE	___
COMPLAINT	X	ENFORCEMENT	___	DROP IN	___

FACILITY: Duwamish Shipyard, Inc.
ADDRESS: 5658 W. Marginal Way S.W. MAP: 26 QUAD: A3
CITY: Seattle ZIP 98106 COUNTY: King PH. NO. 206-767-4880

PERSON CONTACTED: Don Meberg, Dave Larson
TYPE OF FACILITY: Shipyard
RECEIVING WATER: Duwamish River
TYPE OF TREATMENT SYSTEM: BMPs

OPERATION: Satis___Fair___ Unsat_X_;
Complies with permit conditions_no_

DESCRIPTION: I arrived at 1200 hours, the end of the lunch break. No sandblasting was in progress but resumed shortly thereafter. Tarps were hung over the ends of the drydock with a vessel already sandblasted and being painted green. A vessel was also on the marine railway for sandblasting. No provisions had been made to contain sandblast grits.

The grit distribution seemed to be north-south. Grit was 20 to 30 feet either side of the vessel and about 100 feet north of the vessel into the river.

The vessel on the way had a red bottom and blue sides above the water line. The grit in the water and on the dock area was predominately bluish. Some reddish grit was in the water. The grit and paint detritus in the water and on the river sediments was from the vessel on the way. Photographs and sample were taken. A soil sample was taken of the grit covered sediments at the end of the way. Two samples of the grit/paint scum were taken, one for total priority pollutant metals and one for total recoverable priority pollutant metals.

I asked Don Meberg why there was no containment for sandblasting grit for vessels on the marine railway. Don asked for suggestions on what I thought should or could be done. I suggested some system of tarpaulins be used to contain the grits. A tarpaulin at the end of the vessel appeared essential. A tarpaulin between the vessel and the waterway looked probable.

More than that may be necessary unless the workmen can control the direction of the grit rebound. My opinion is that tarpaulins will need to be at least as high as the vessel sides.

It will also be necessary to sweep the marineway deck of grit before the incoming tide carries the grit and paint detritus away. That could be difficult if the grit is on the silty, slimy river bank. Therefore, it appears necessary to extend the timber deck of the marineway to what ever line the tarpaulin placement would define.

Don had three samples of tarpaulin materials handy. One was a course woven awning material. In my opinion it is probably to coarse to be effective. I suggested that they filter a sample of waste grit through it and compare the weight of grit passed with the weight of grit retained. The other two samples were of fiber reinforced plastic.

They also asked what other shipyards were doing to relieve wind pressure behind the tarpaulins, which I described to them.

FOLLOW UP: 1. Issue an enforcement.
2. Finish NPDES permit.

Richard A. Koch, P.E.
EBAT District Eng.
Environmental Quality